

Kansas City Aviation Department

New Terminal Update – April 12, 2018



New Terminal Program History

- September 2017 – Edgemoor selected as Developer for new terminal
- November 2017 – KCMO residents voted 75/25 in favor of new terminal
- December 2017 – Community workshops held across the City
- February 2018 – MOU with Edgemoor signed
- Ongoing
 - Environmental Assessment (Required by FAA)
 - Meetings with stakeholders: FAA, TSA, SHPO, etc.
 - Outreach events
 - Program validation



Program Validation

Working to ensure the assumptions made in 2014 at the start of the Exhibit K process are accurate:

- ➔ Verify passenger traffic forecast
 - ➔ Required count of ticket counters / bag claims / gates
 - ➔ Overnight aircraft parking requirements
 - ➔ Roadway plan
 - ➔ Vehicle parking requirements

Passenger traffic forecast drives the size of the building

FUNCTION	Existing*	Requirements
Gates	29	35
Ticketing/Check-in	20,879	32,000
Security Checkpoint	29,951	18,640
Departure Lounges	100,281	81,600
Post-Security Departure Corridor	0	95,540
Post-Security Restrooms	4,949	11,200
Airline Club	0	2,500
International Arrivals	21,001	31,460
Concessions	60,097	70,660
Pre-Security Circulation, Restrooms, and Seating	156,283	58,200
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Airline Operations/ATO/BSO	96,591	56,720
Non Public Spaces	91,955	49,450
Terminal Functions (HVAC, MEP)	101,357	117,200
Total Area	773,850	752,960

*Existing Terminals B&C

Post-Security Space Undersized by Nearly One-Half

Pre-Security Space Nearly 3x Amount Needed

Bag Claim Space Undersized by Nearly 2/3rds

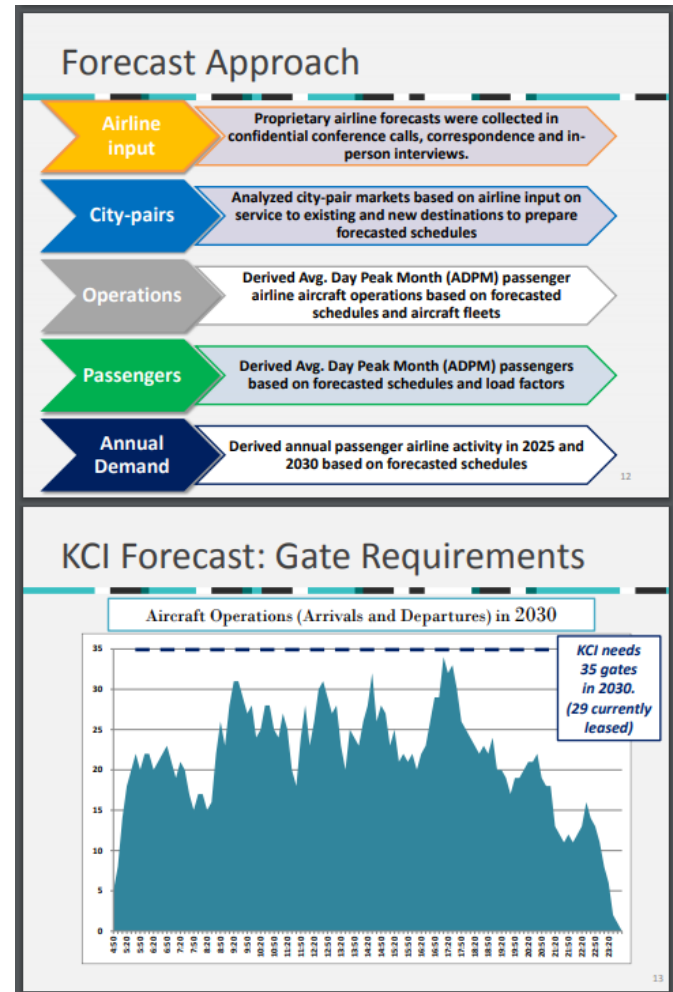
Non Public Space Oversized by Nearly 2x Amount Needed

Passenger Traffic Forecast

Drivers of Exhibit K traffic forecast:

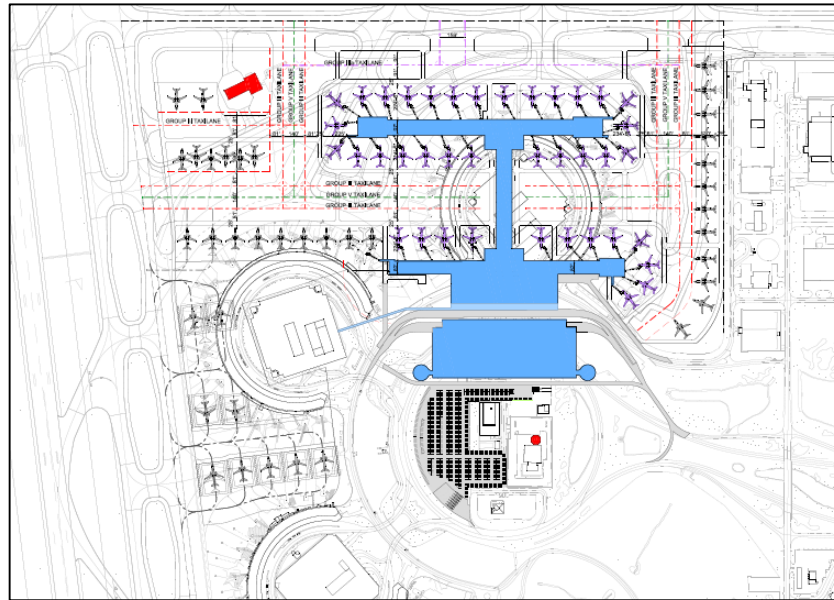
- 2014 published flight schedules
- 2014 FAA Terminal Area Forecast (TAF)
- Direct input from airline planners

- ➔ Passenger traffic growth at KCI was forecast to be +1.9% annual growth from 2013 to 2030.
- ➔ Average growth since 2013 to today has averaged +3.9% annual growth.
- ➔ KCI has added four new airlines in the last year that were not included in the initial forecast.



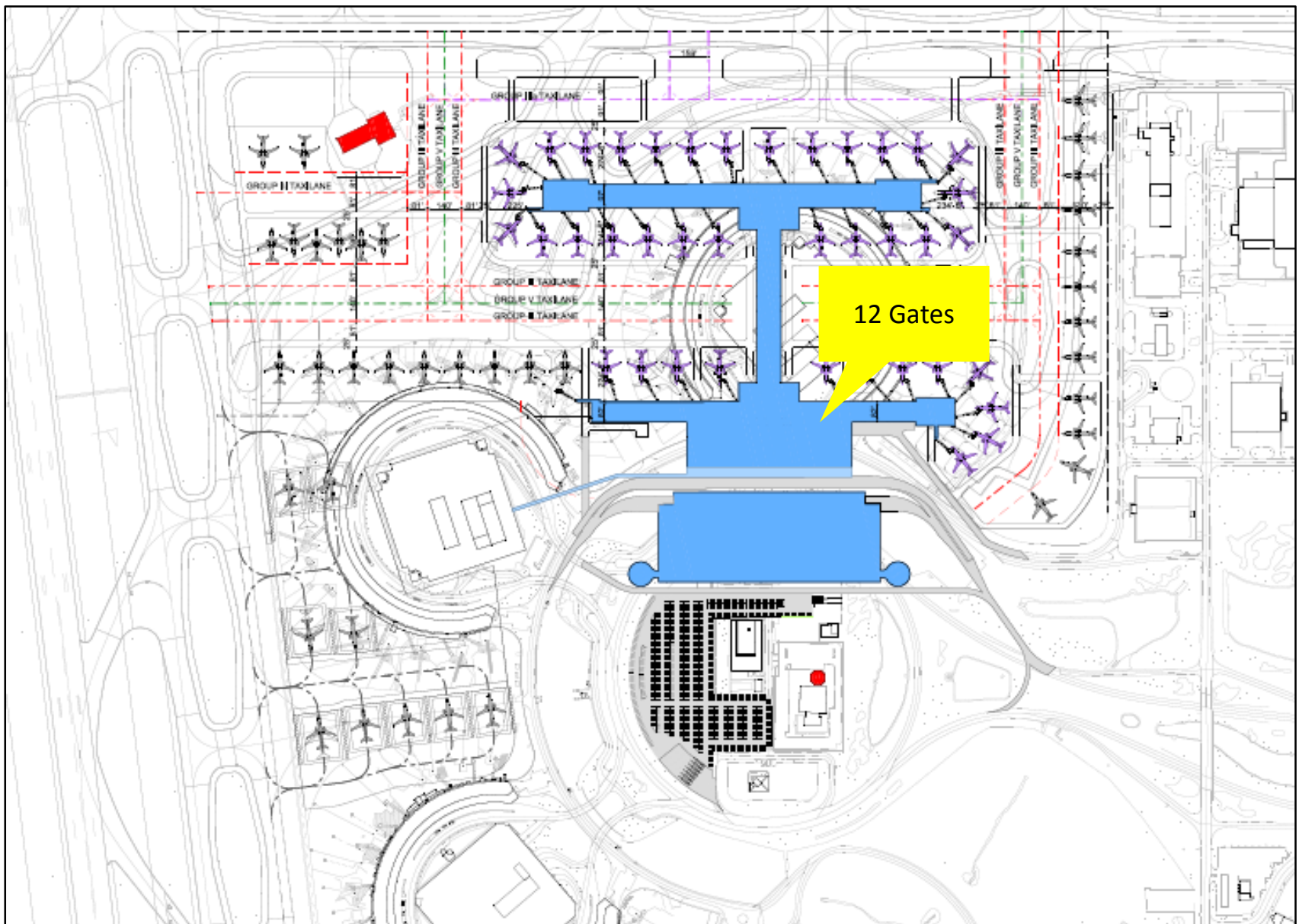
Updated Gate Requirements

- ✈ Result of Exhibit K process (2016) was a 35-42 gate facility
- ✈ Revised forecast increases initial gate count from 35 to 39 at opening
- ✈ Airlines' commitment to Kansas City is increasing

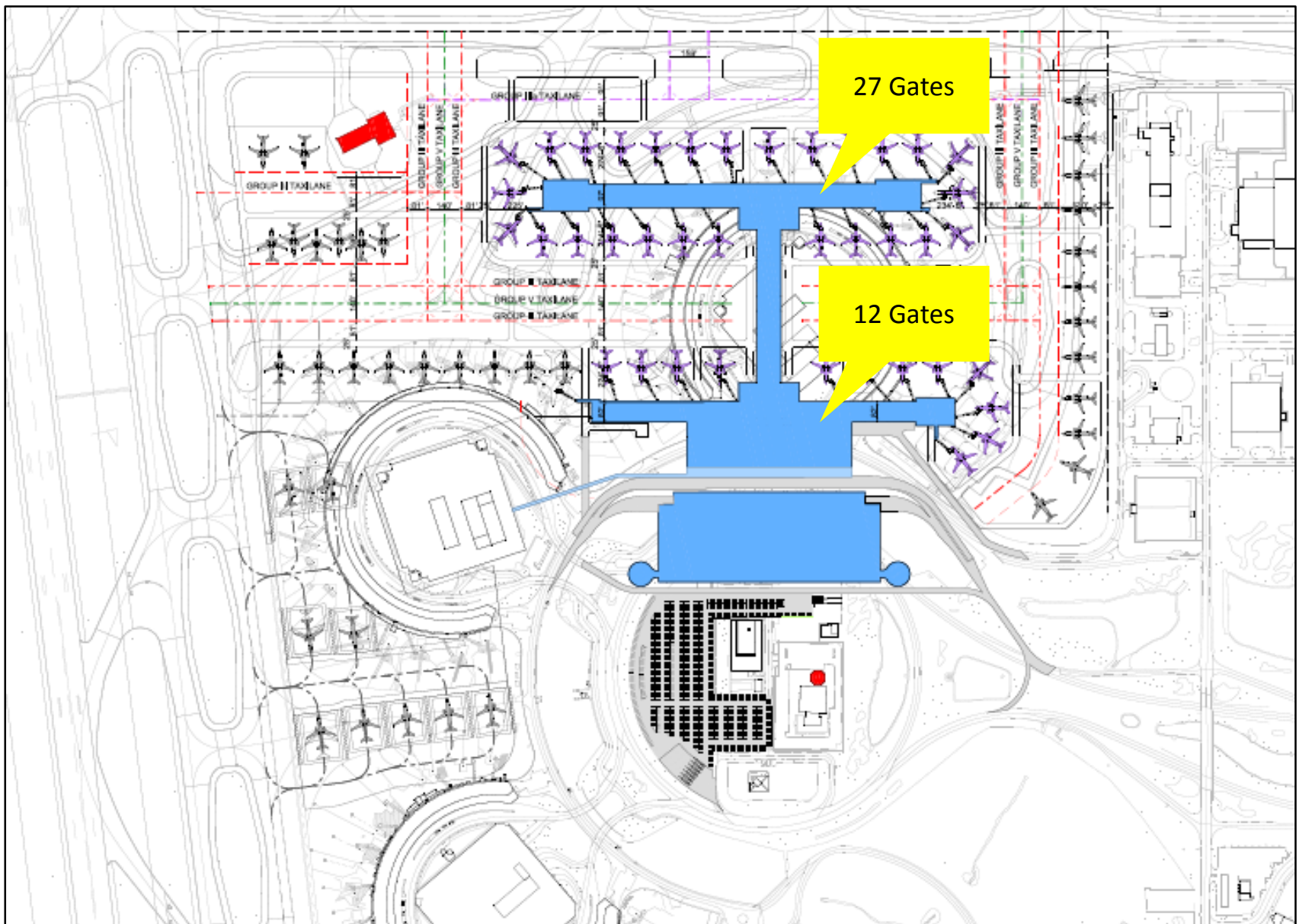


39 Gate Concept

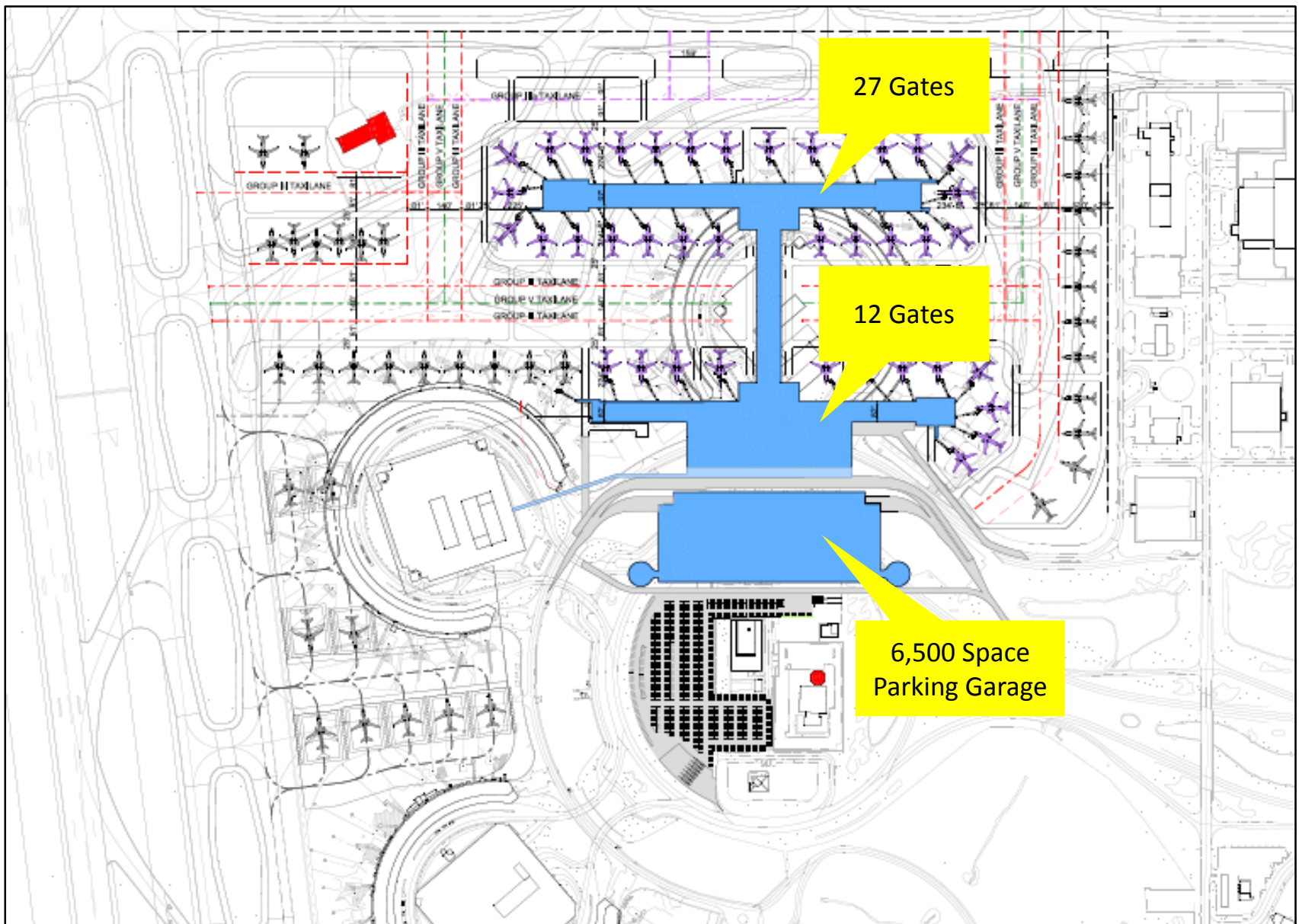




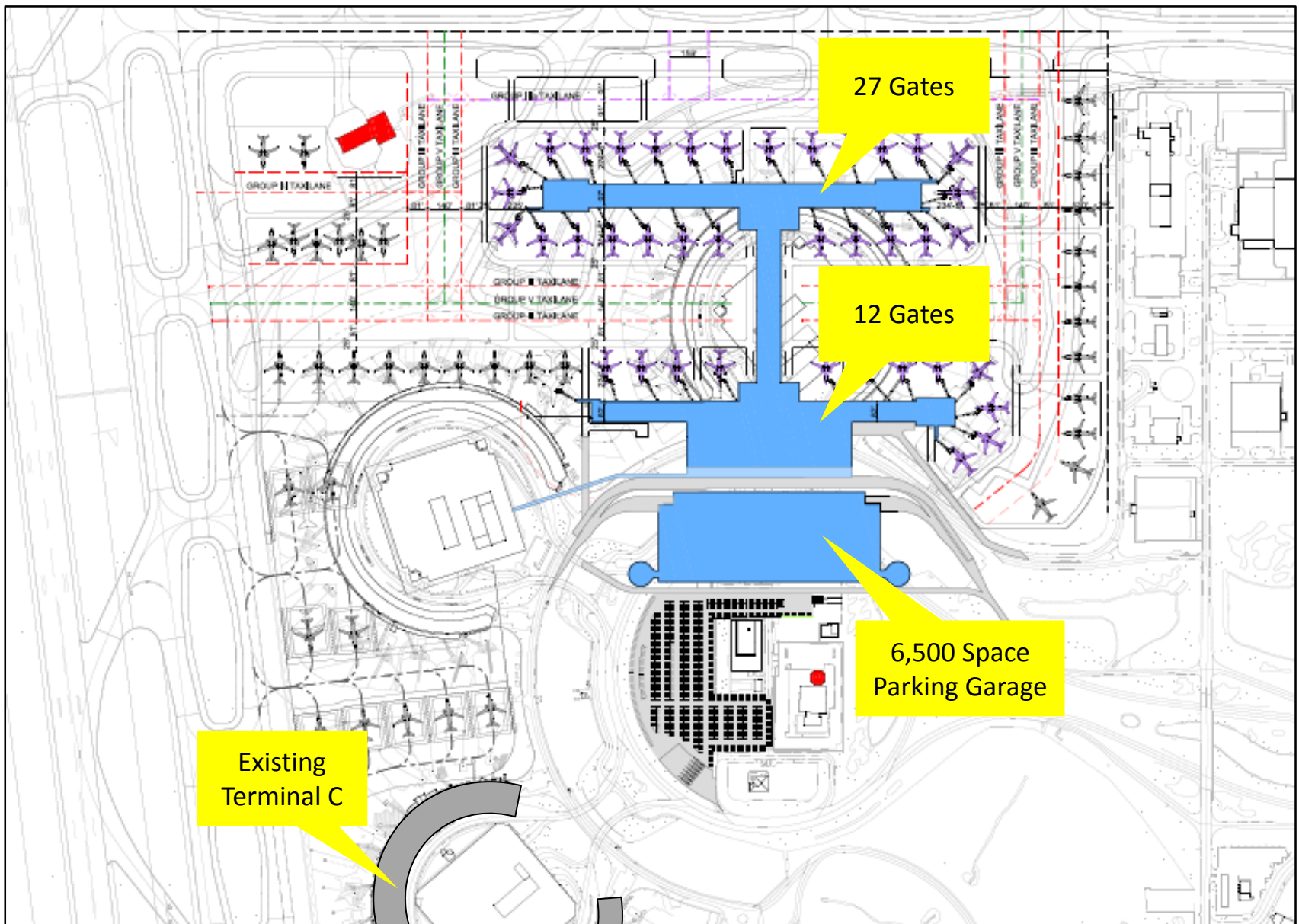
39 Gate Concept – Opening Day



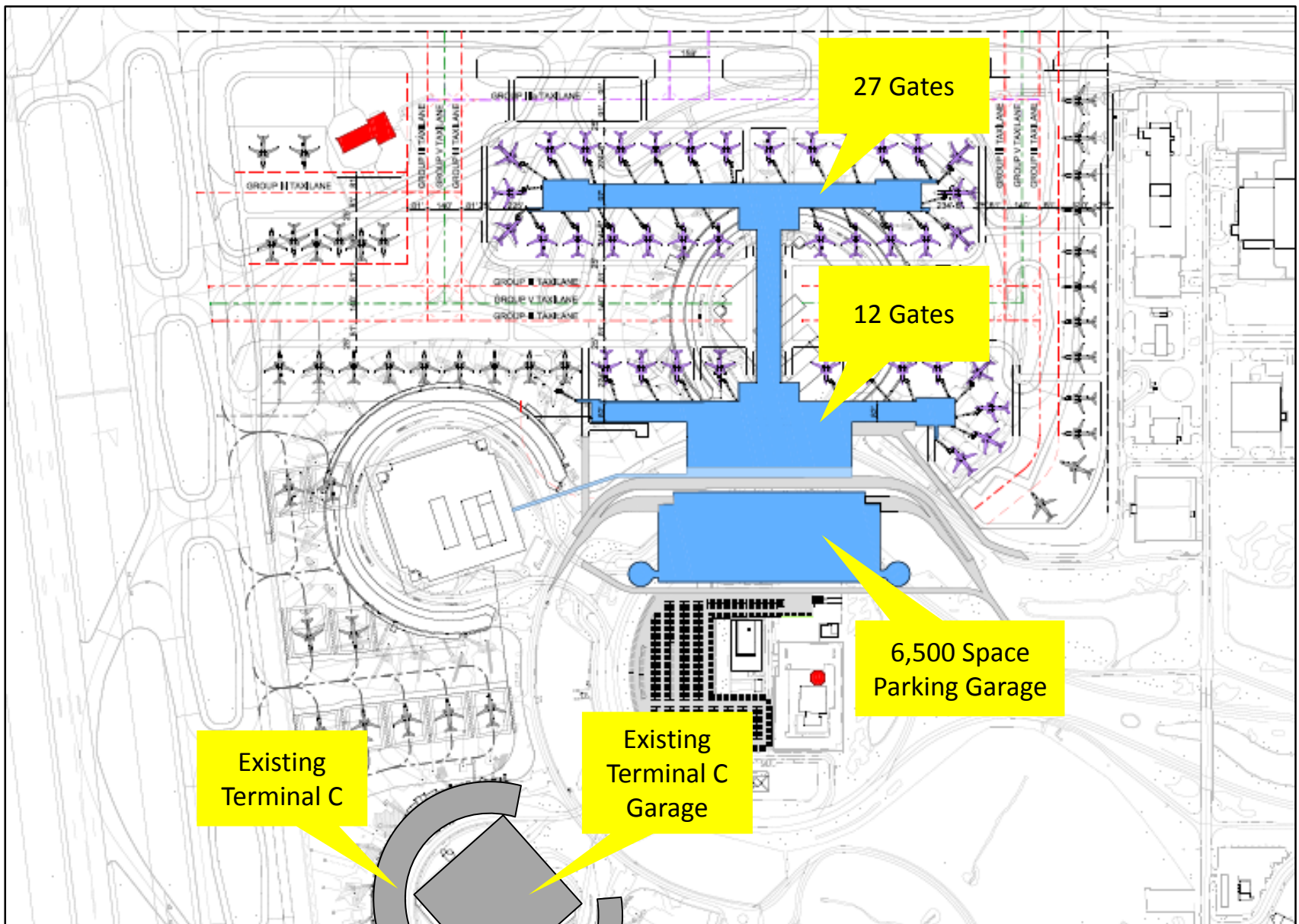
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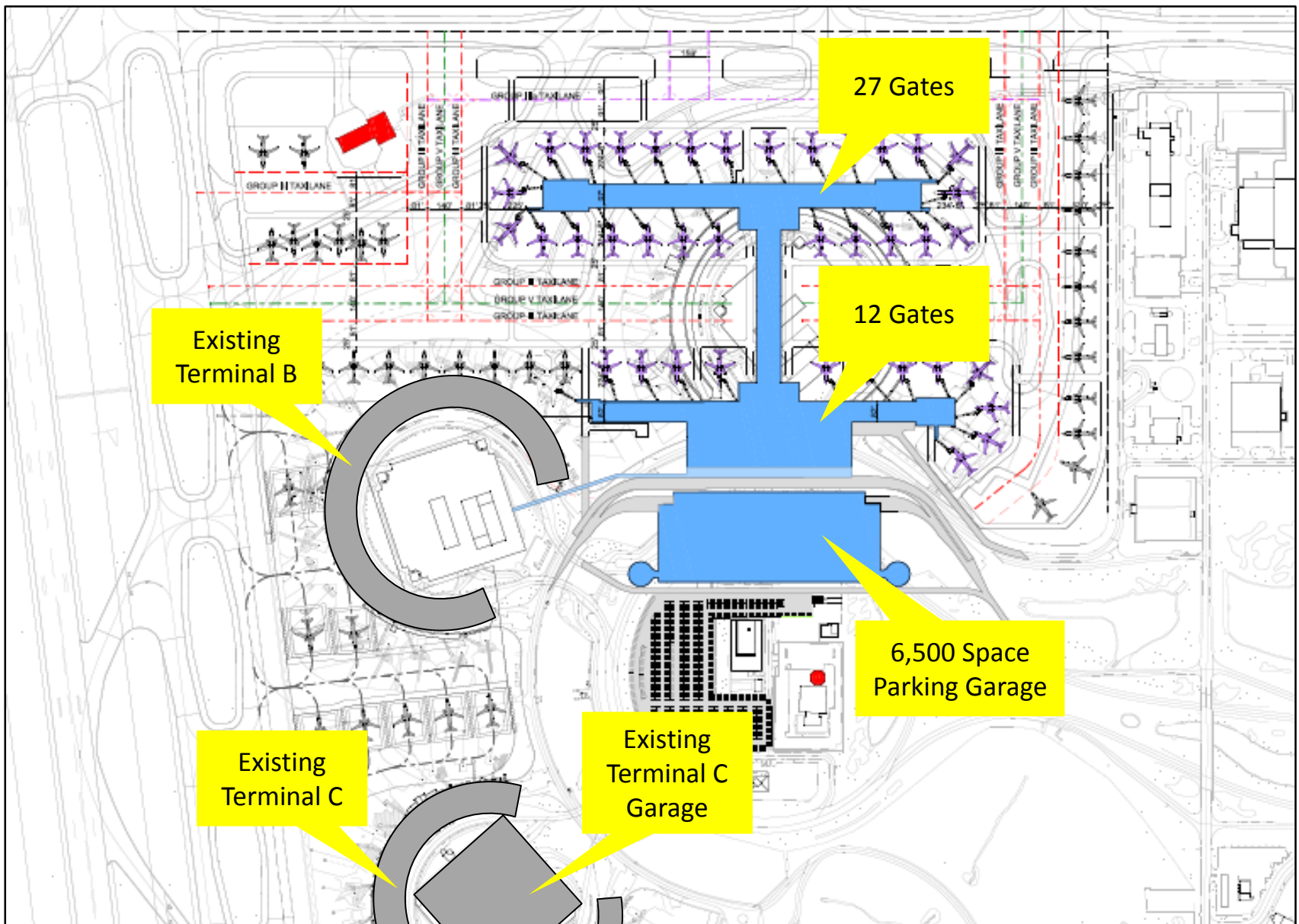
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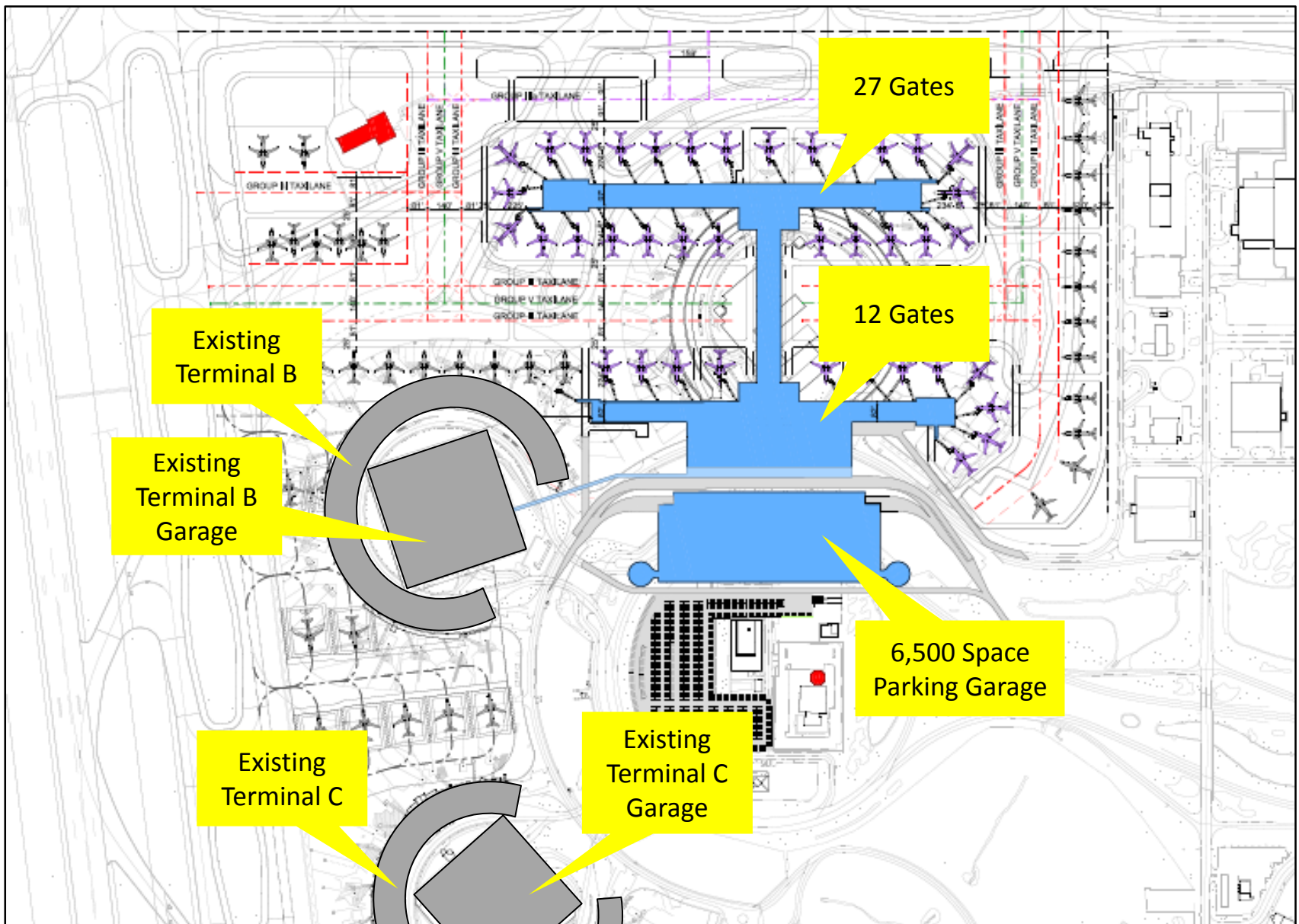
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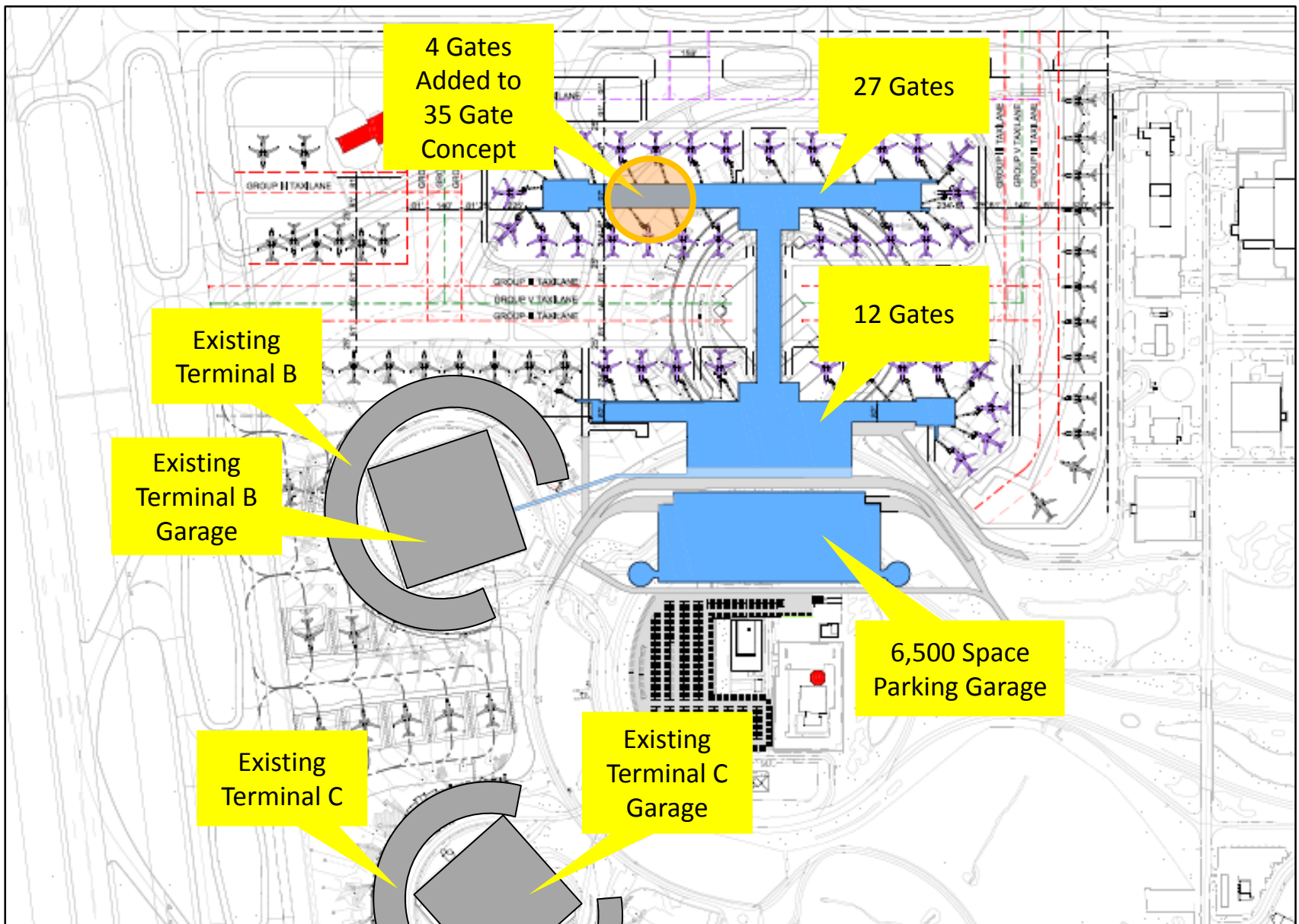
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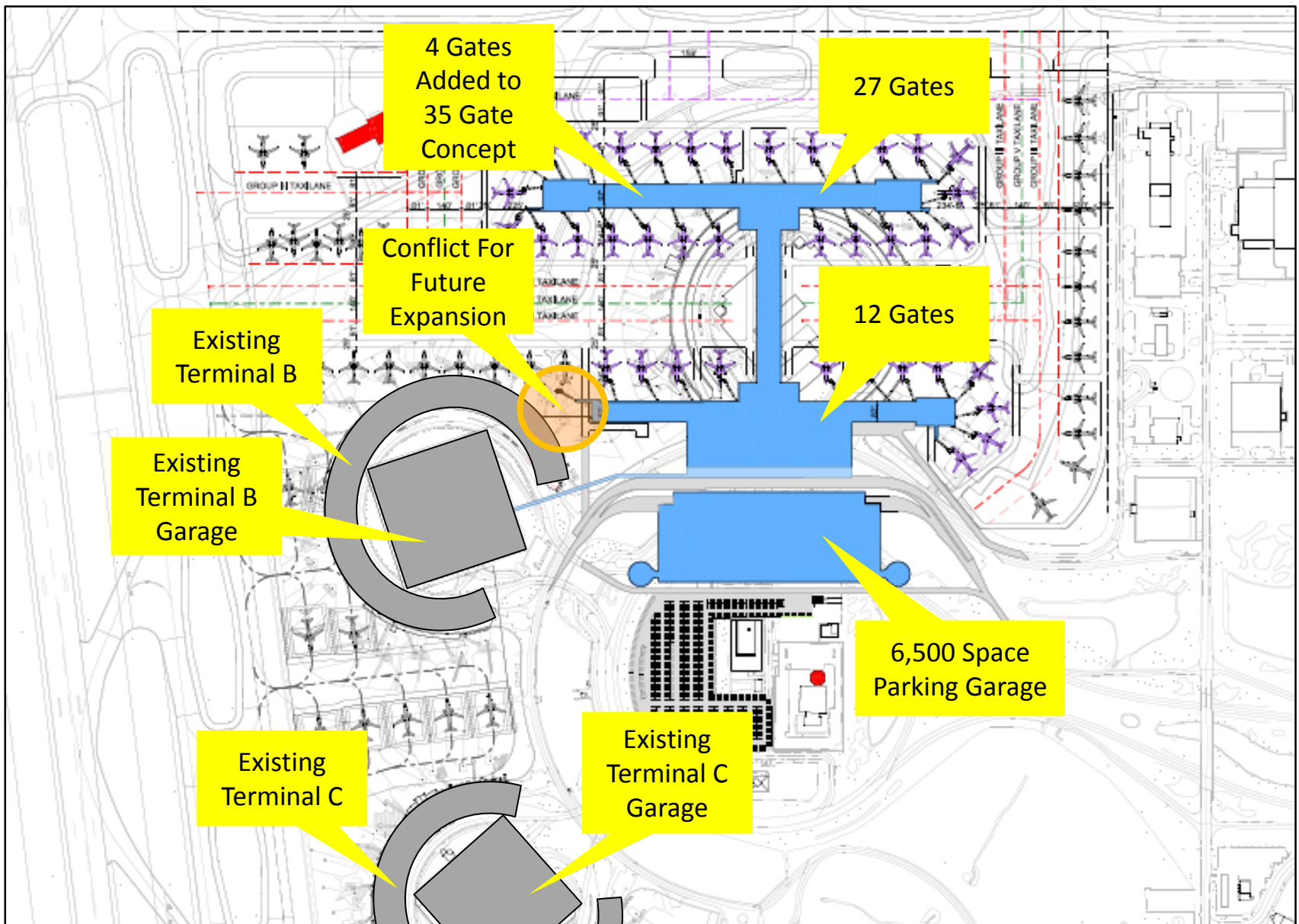
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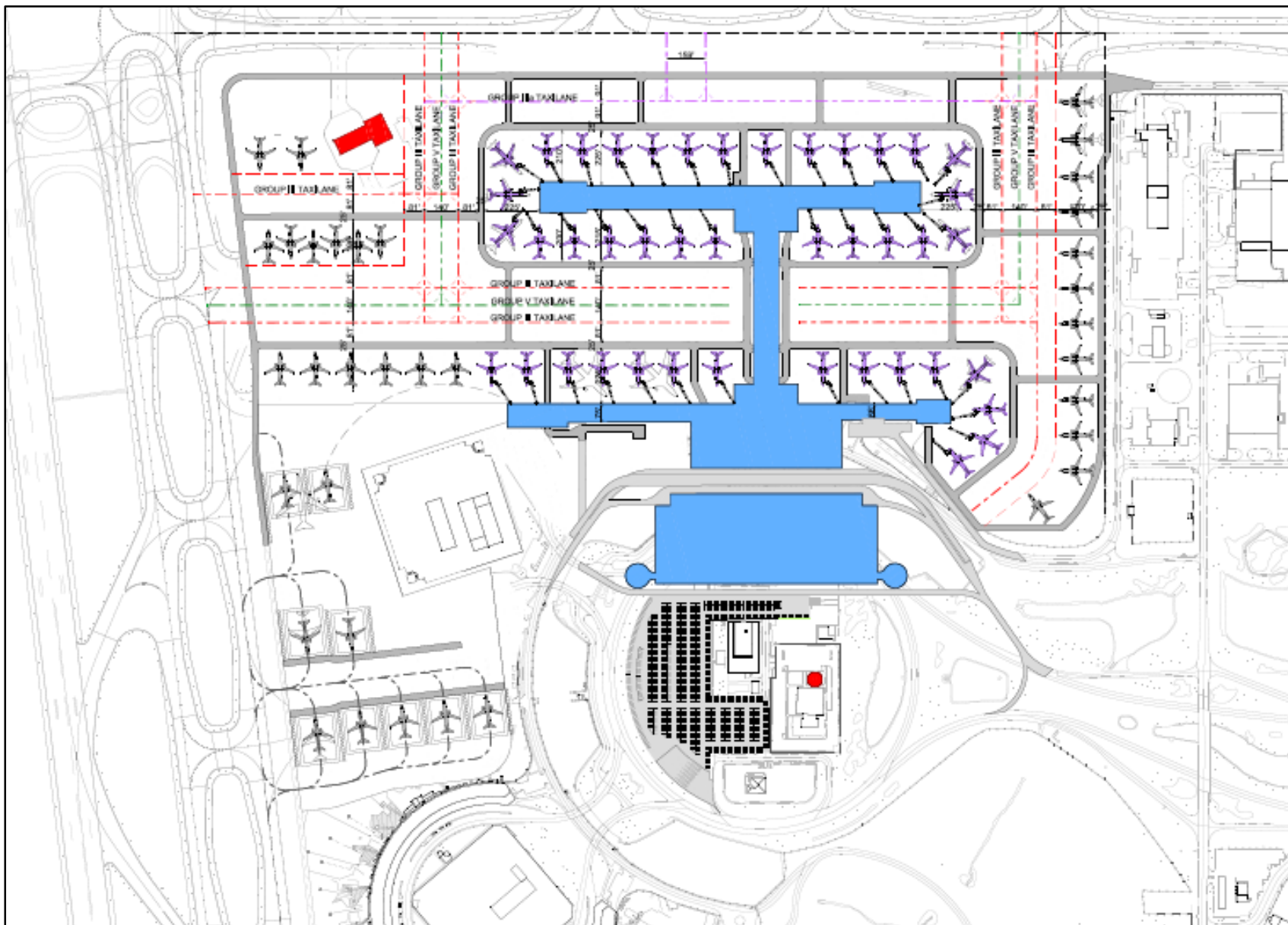
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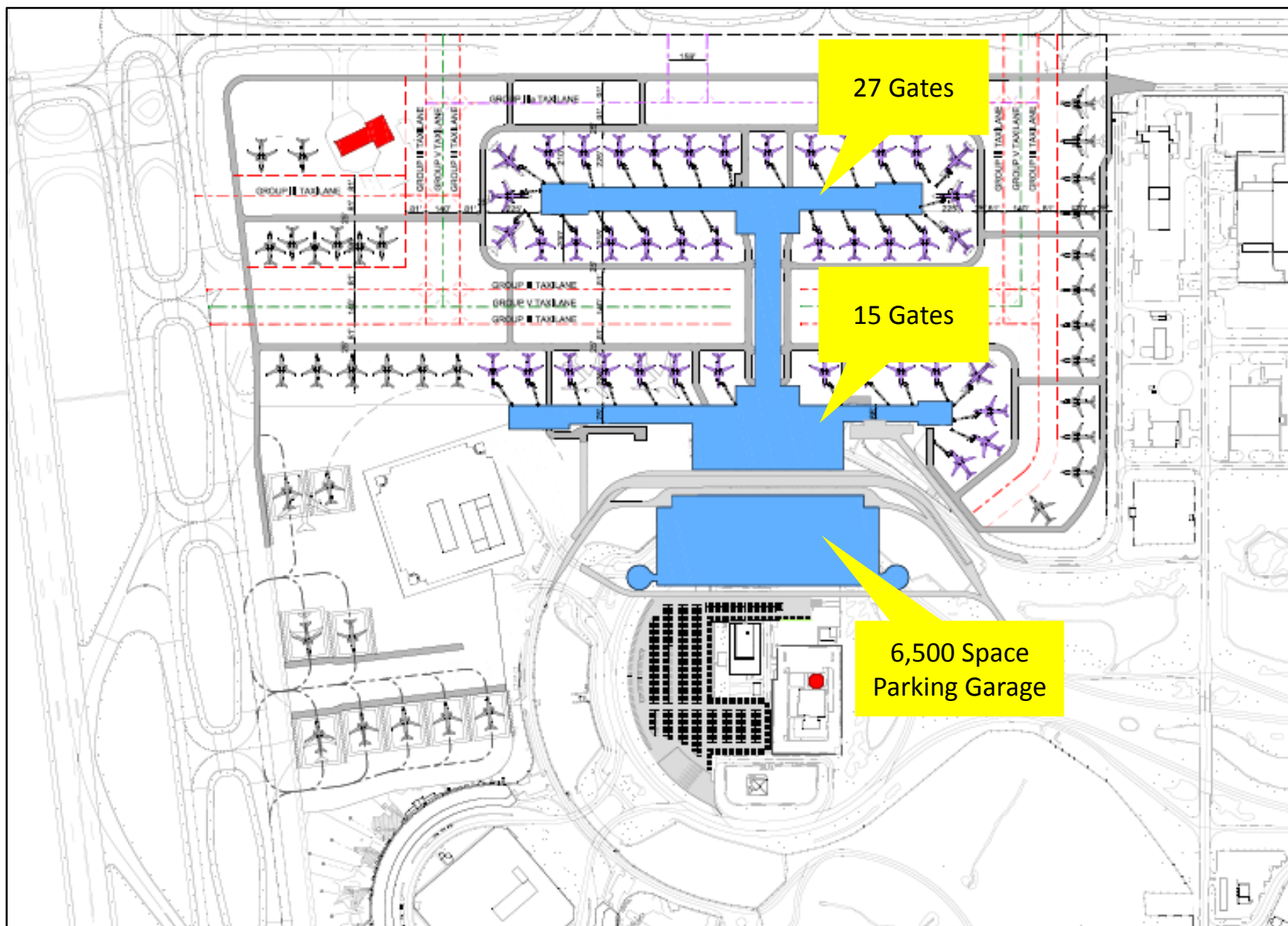
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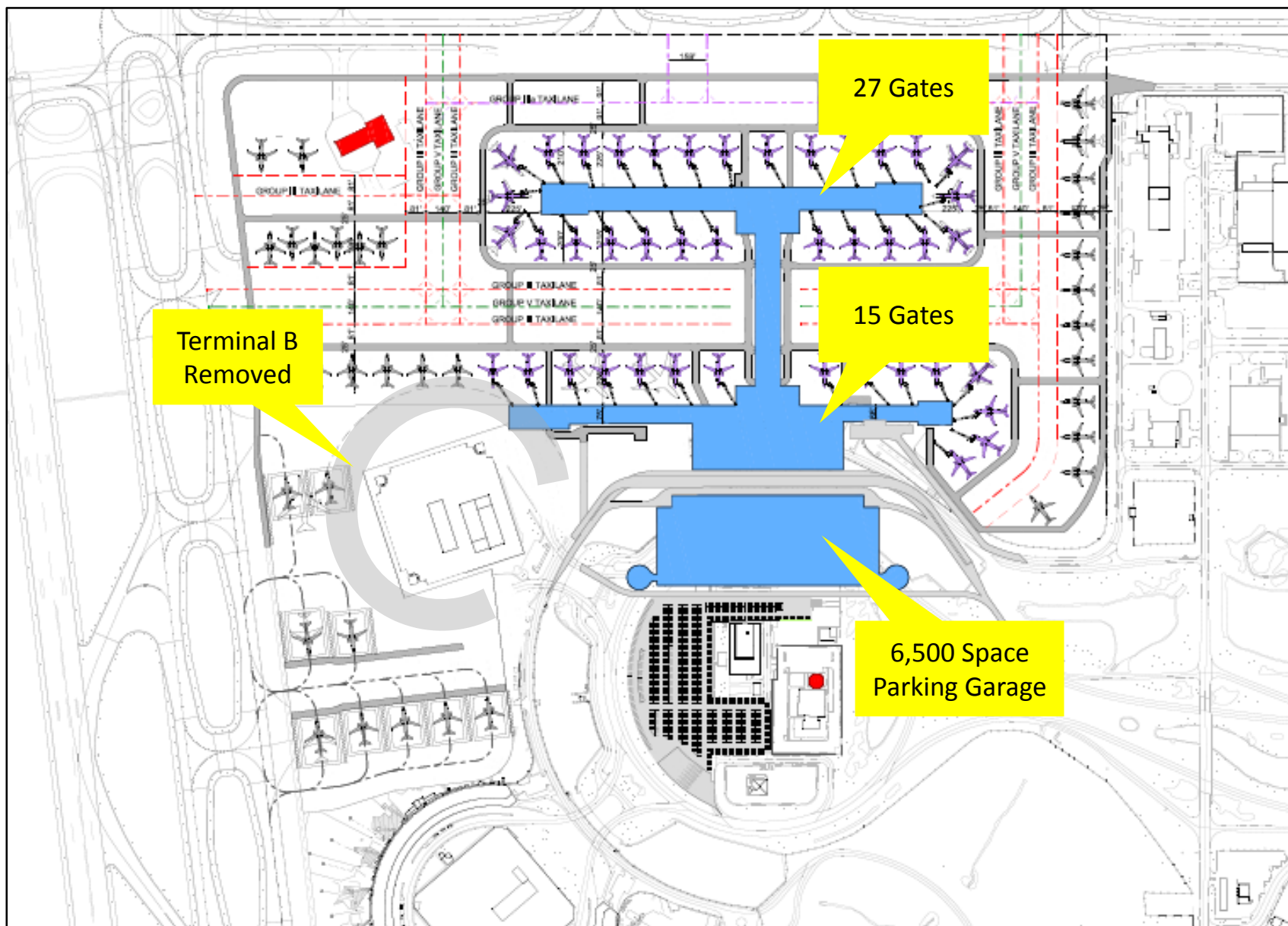
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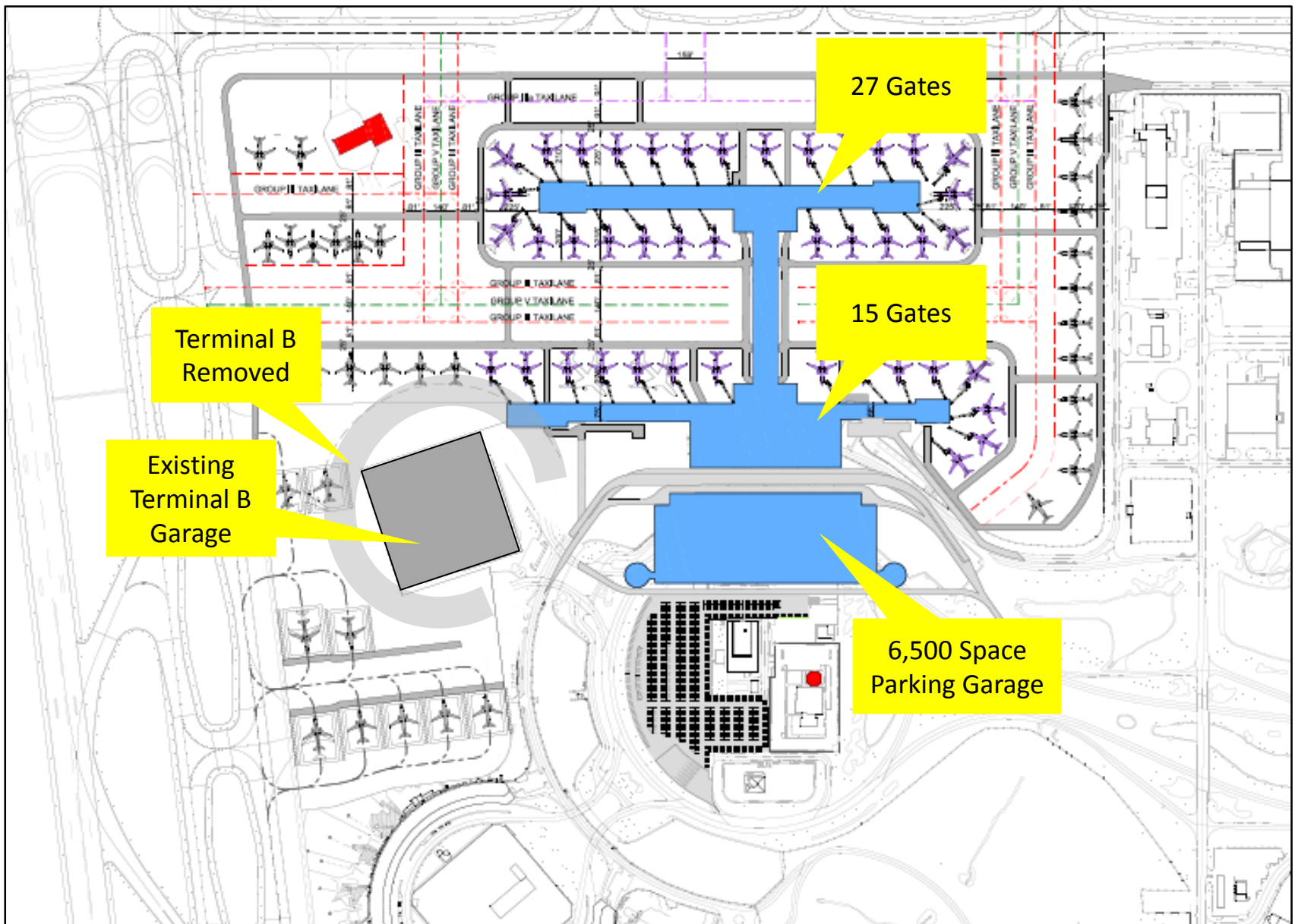
42 Gate Concept - Future



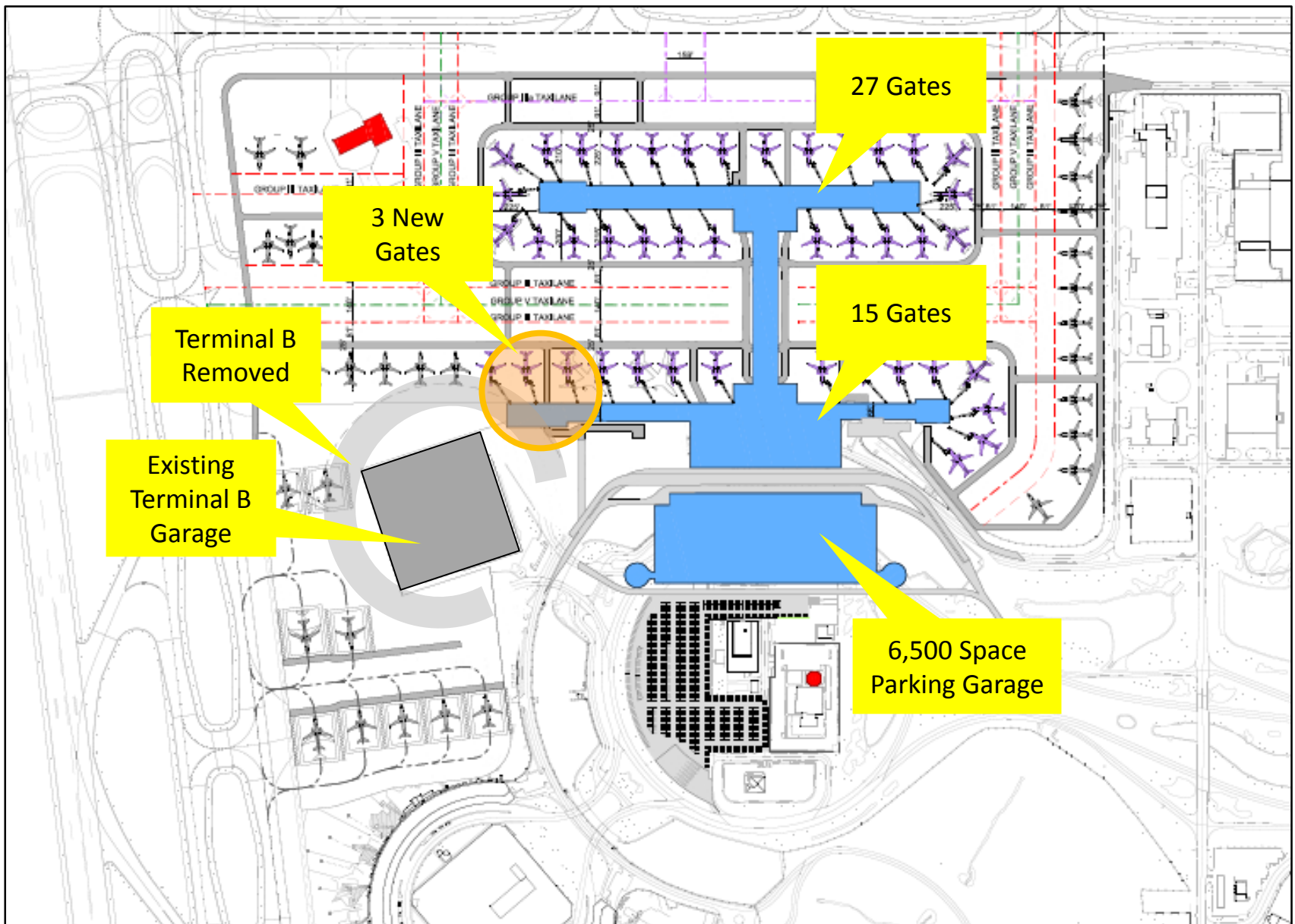
42 Gate Concept - Future



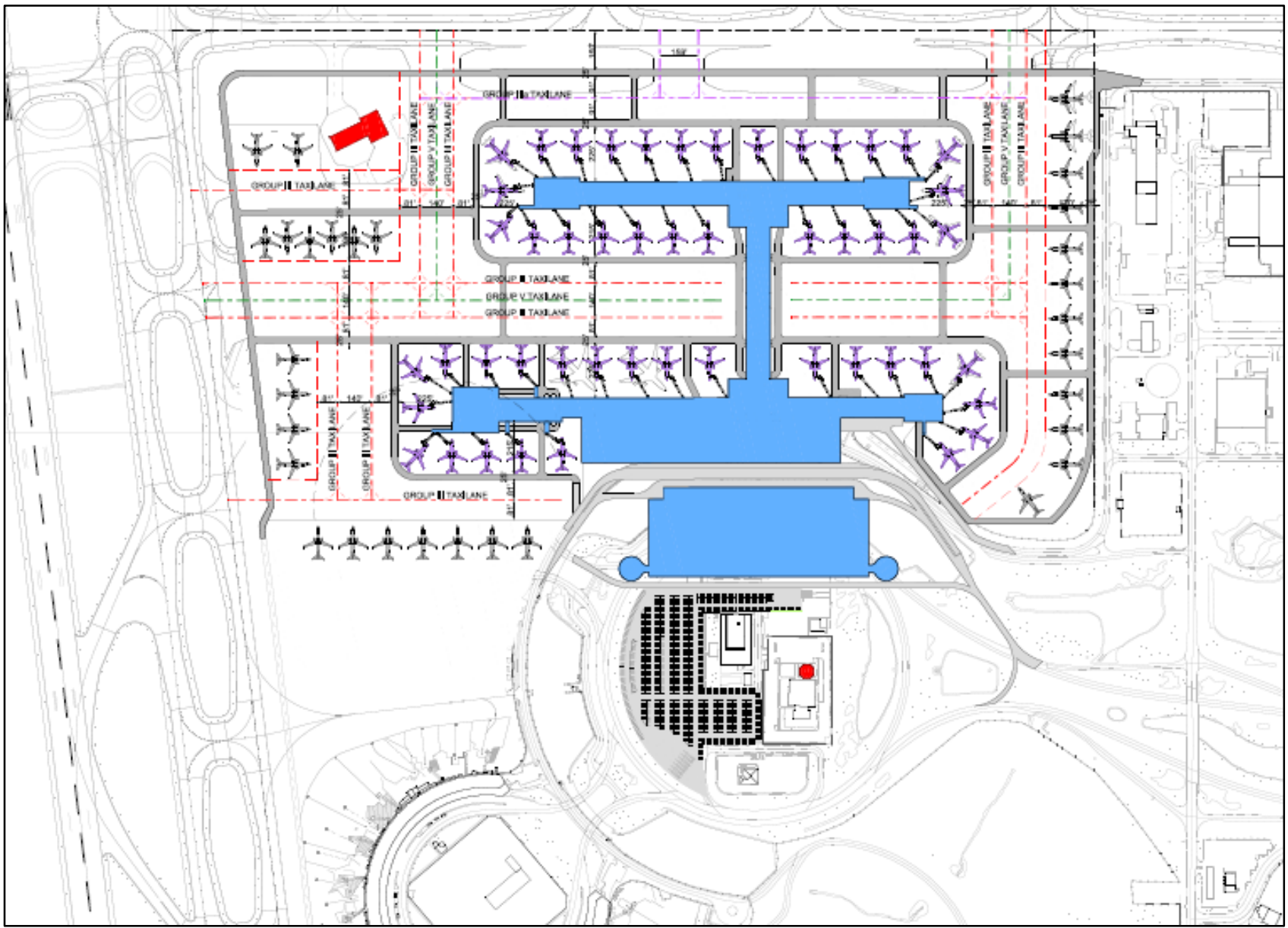
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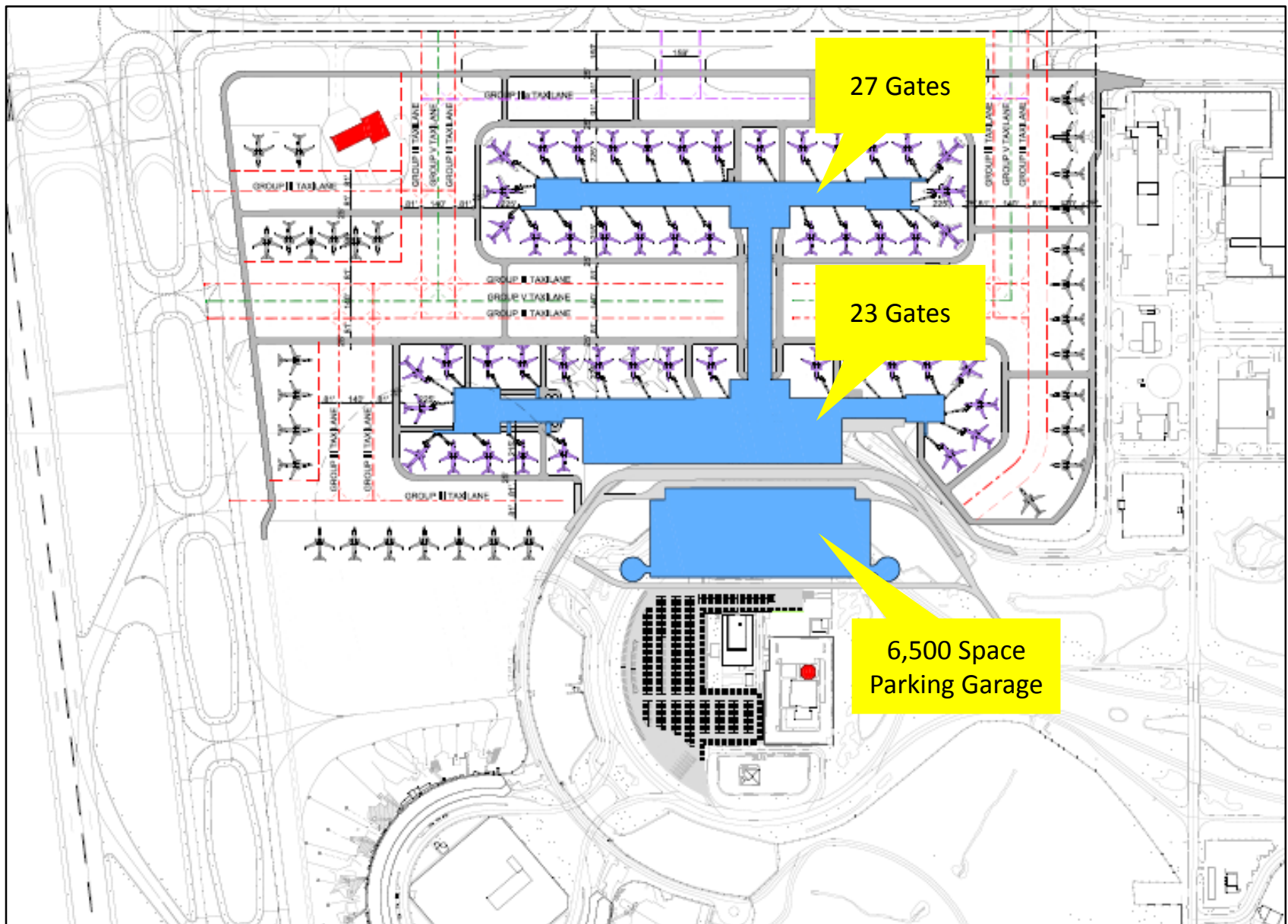
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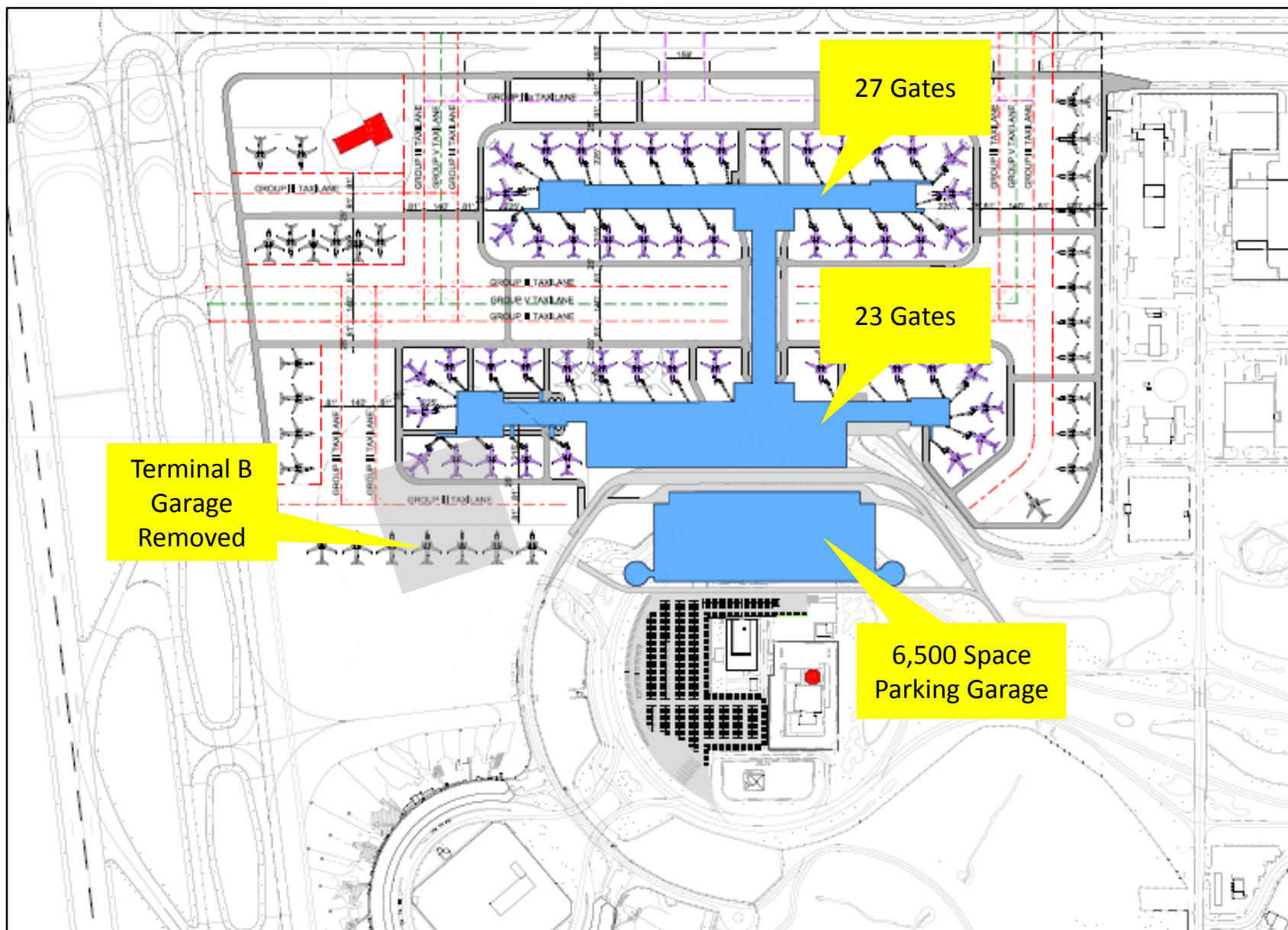
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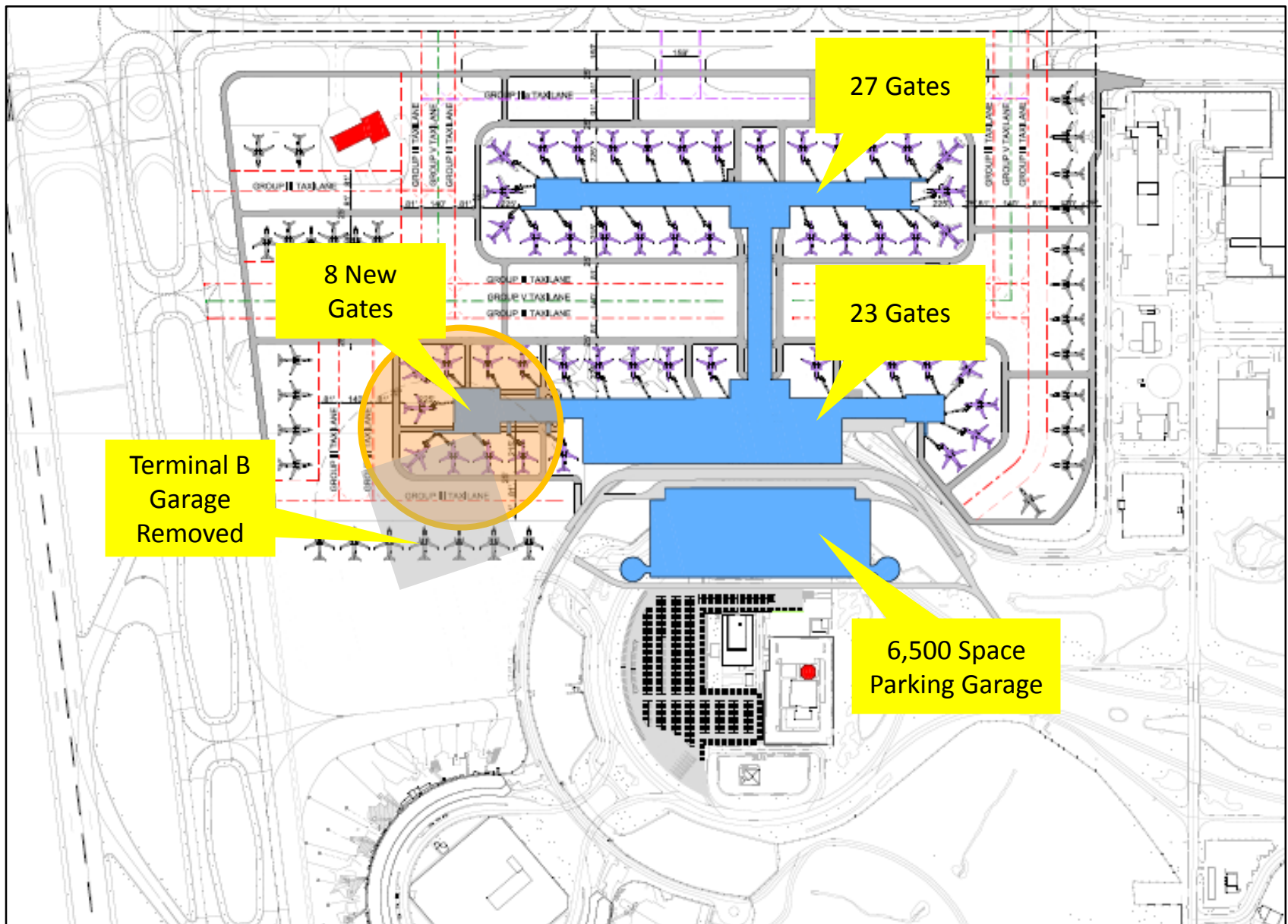
50 Gate Concept - Future



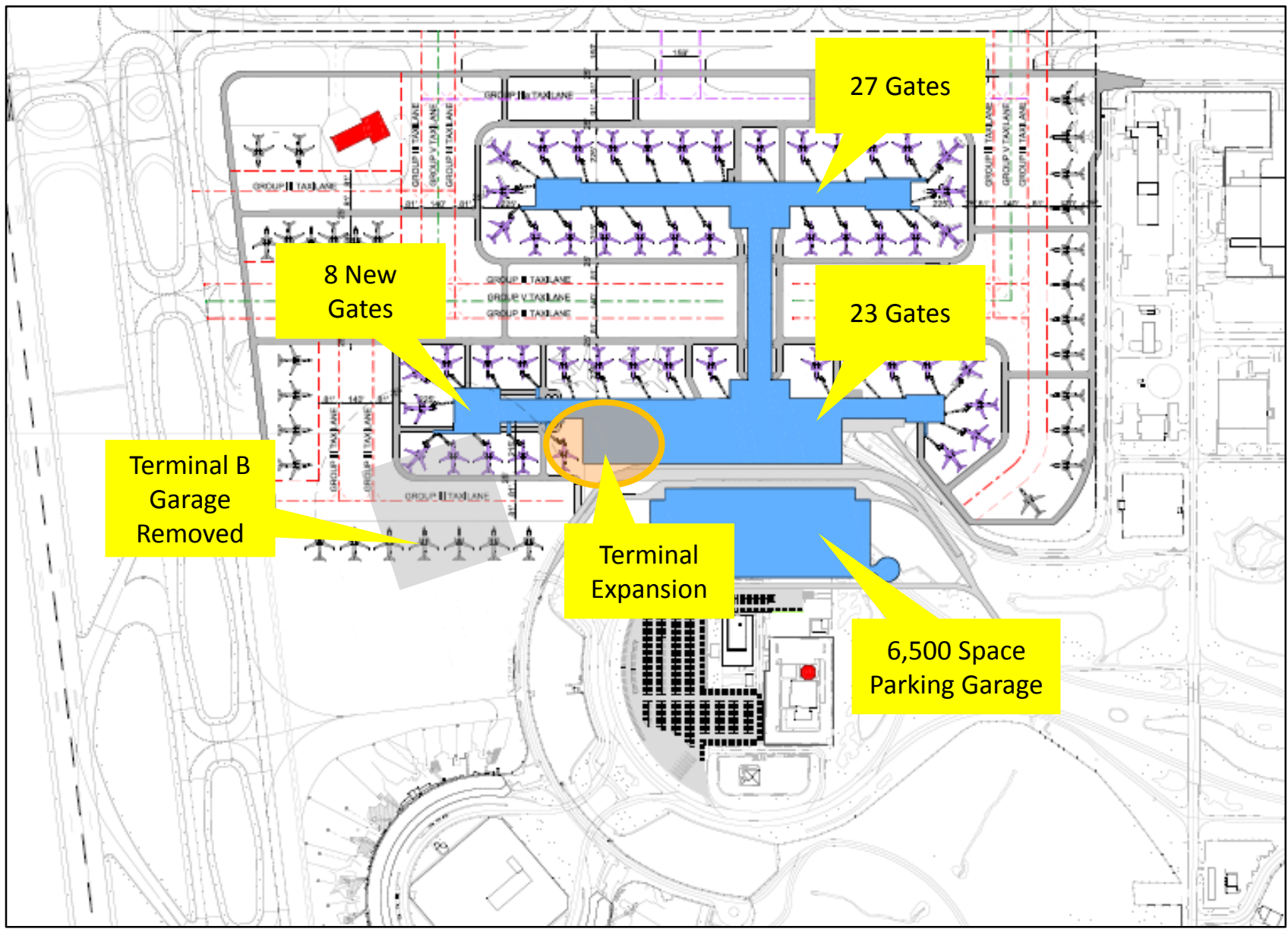
50 Gate Concept - Future



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50 Gate Concept - Future

Impact to Schedule

Design/Build

- ✈ Submit Basis of Design – Early April
- ✈ Submission of Design Budget/Schedule – Mid May
- ✈ KCAD Review/Approve Conceptual Design/Budget/Schedule – Late June
- ✈ 50% Schematic Design – Early August
- ✈ Schematic Design Complete – Late September
- ✈ Subcontracting Bidding – October
- ✈ Final Price – Late October / Early November

Impact to Schedule

Environmental

- Draft Report – Early July
- Record of Decision – Early October

Next Steps

Monthly Updates to Airport Committee

- ✈ April 19, 2018
- ✈ May 17, 2018
- ✈ June 14, 2018
- ✈ July 19, 2018
- ✈ August 16, 2018
- ✈ September 13, 2018

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Forecast Approach

Airline input

Proprietary airline forecasts were collected in confidential conference calls, correspondence and in-person interviews.

City-pairs

Analyzed city-pair markets based on airline input on service to existing and new destinations to prepare forecasted schedules

Operations

Derived Avg. Day Peak Month (ADPM) passenger airline aircraft operations based on forecasted schedules and aircraft fleets

Passengers

Derived Avg. Day Peak Month (ADPM) passengers based on forecasted schedules and load factors

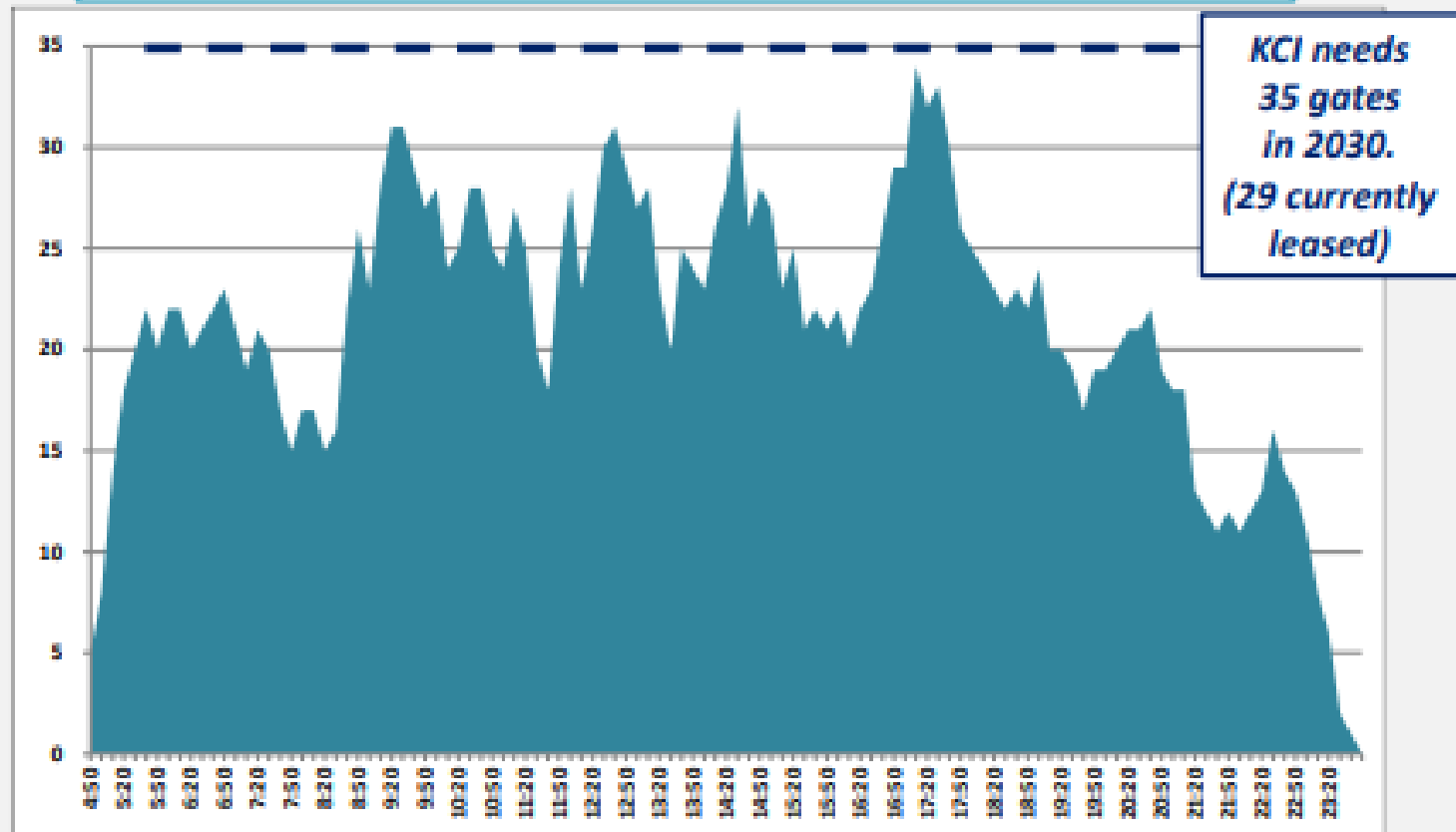
Annual Demand

Derived annual passenger airline activity in 2025 and 2030 based on forecasted schedules

12

KCI Forecast: Gate Requirements

Aircraft Operations (Arrivals and Departures) in 2030



Forecast Results

	Enplaned Passengers	Period	Increase	Growth Rate	
				Average Annual	Period
1972	1,942,377	1972-2015	3,294,599	2.3%	169.6%
1990	3,364,532	1990-2015	1,872,444	1.8%	55.7%
2013	4,941,041				
2014	5,085,437	2013-2014	144,396	2.9%	
2015	5,236,976	2014-2015	151,539	3.0%	
2025	6,380,800	2013-2025	1,439,759	2.2%	29.1%
2030	6,858,500	2013-2030	1,917,459	1.9%	38.8%

Courtesy: Leigh Fisher